

generator and having an interactive rotary connection to the driving shaft; wherein the interactive rotary connection is operative in at least two different operating modes having associated therewith at least two rpm ratios defined as quotients of the first rpm rate divided by the second rpm rate, and wherein the at least two rpm ratios automatically set themselves according to which of the at least two operating modes the electro-mechanical energy converter is working in, said at least two operating modes comprising a start-up mode and a driving mode, wherein the driving shaft has a front end facing away from the transmission and the interactive rotary connection is arranged at said front end, wherein the driving shaft has a first rotary axis and the electro-mechanical energy converter has a second rotary axis, and wherein said first and second rotary axes are substantially parallel to each other, wherein during a start-up phase of the combustion engine, the second rpm rate is higher than the first rpm rate, wherein the interactive rotary connection comprises at least one rotary transfer device arranged between the electro-mechanical energy converter and the combustion engine, the at least one rotary transfer device comprising a gear mechanism with stationary gear shafts and at least two gear pairs and at least two overrunning clutches for engaging and disengaging the different rpm ratios.

*A2* 13. (Amended) The power train of claim 1, wherein the rpm ration for

the start-up phase is between 2:3 and 1:10.

*A3* 14. (Amended) The power train of claim 1, wherein under one of the

A3 start-up and driving operating modes the torque flows from the electro-mechanical energy converter to the combustion energy, and under the other of the start-up and driving operating modes the torque flows from the combustion engine to the electro-mechanical energy converter.

A4 25. (Amended) The power train of claim 1, wherein the interactive rotary connection further comprises at least one fixed-ratio rotary transfer device.

A5 30. (Amended) The power train of claim 1, wherein the two overrunning clutches comprise a first overrunning clutch is located in a first torque flow path that is operative under the first mode, and a second overrunning clutch located in a second torque flow path is operative under the second mode, and wherein the first clutch is engaged in the first mode and disengaged in the second mode, while the second clutch is engaged in the second mode and disengaged in the first mode.

A6 36. (Amended) The power train of claim 1, wherein the rotary transfer device is arranged on one of the driving shaft and the transmission input shaft.